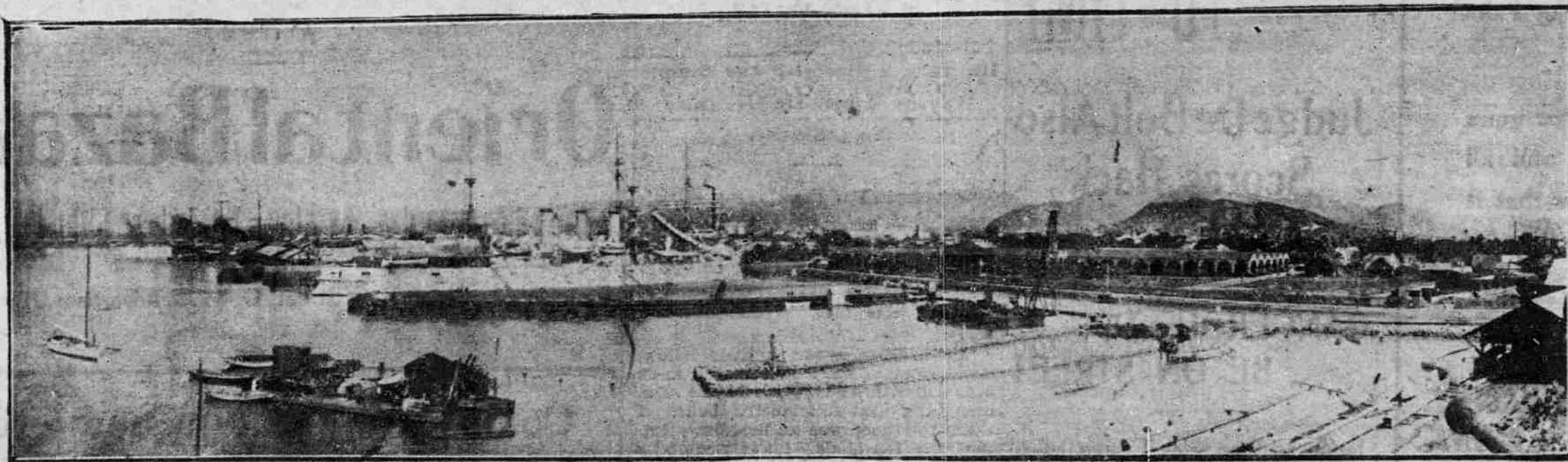


# NEWS OF THE OCEAN AND HONOLULU WATERFRONT



A new view of the waterfront showing the cruiser New York at the Naval wharves. These wharves were put to a severe test in berthing the giant Korea and were not found wanting.

## DREDGES MEET WITH PILIKIA

Scow Broke From Moorings on the Bar and Was Washed Ashore.

The prophecy made at the time Clark & Henry abandoned the Pearl Harbor dredging contract that their successors would not have an easy time in carrying out their contract seems to have been a pretty sure one, for the contractors operating the big suction dredges at the bar are meeting with lots of pilikia.

The dredges have been at the bar for about a month, yet no work of any consequence has so far been accomplished. Almost every day there are heavy swells which make it impossible to go on with the work. Yesterday the swells broke the sand scow from its moorings and tossed it up on the beach a mile away.

### Billie Should Be in Port.

The German bark Billie, bound from Hamburg for this port, is now out 157 days on the passage. This is considered about a month longer than the voyage should take. The British ship Norma is out 141 days from the same port.

### Next Mail to the Coast.

The next mail to the Coast will be per the steamer China which is due from the Orient on Monday afternoon. Captain Seabury's old vessel will probably carry a large number of passengers to the Coast from Honolulu.

### Oregon Blue Jackets Ashore Today.

The first liberty for men on the battleship Oregon, now lying at the anchorage, will probably be given today so that quite a batch of them will probably be around town tonight.

### Cruiser Sails Tuesday.

The cruiser New York is scheduled to sail for San Francisco next Tuesday afternoon. San Francisco people expect the cruiser to arrive there by November 28th.

## LUMBER FROM PUGET SOUND

Seattle Merchants Might Sell Other Things Here if They Tried.

The Seattle Post-Intelligencer says: The lumber trade between Puget Sound and the Hawaiian Islands for the present year will show a good increase. However, there is little prospect, for some years at least, that Seattle will get very much of the Coast-bound Hawaiian trade.

This is the statement of L. E. Beebe, general agent in Honolulu of the Globe Navigation Company, of Seattle, who is here for recreation after a several weeks' attack of typhoid fever. He will remain here until December 3, when he will return via San Francisco on the China.

When seen at the Rainier-Grand yesterday and asked regarding the present conditions in the Islands, Mr. Beebe said:

"The sugar crop of the Islands this year will be about 400,000 tons, as against 360,000 tons for last season. In 1894 there is every likelihood that it will be at least 500,000 tons. The transportation of this vast amount of product will be about equally divided between San Francisco and the Horn route.

"There are at the present time very large plantations being developed in the Islands, which, within the next two years, will materially increase the output. One of these is the Olaa, on the island of Hawaii, which is promoted by B. F. Dillingham. This year it will produce 20,000 tons. The crop of the Ewa plantation this year will be 36,000 tons, which is the greatest individual production on the Islands.

"It will be some years before there will be much of the Hawaiian sugar transported by way of Seattle. There will have to be a readjustment of freight rates between rail and water lines before it can be hoped for that much will come this way. Then again, there has been no effort on the part of Seattle business houses to cultivate an acquaintance with the business houses of Honolulu, and the result is that the latter are not aware that the Seattle houses are able to fill their orders. There are houses in Honolulu which carry larger stocks than are found in Seattle, in certain lines, and their trade is worth having. At the present time most of this class buy in New York.

"Honolulu is growing to be more a tourist resort under American rule. There is now in course of erection a large hotel, promoted by Alexander Young. It will cost \$1,500,000.

"Within the past few years there has been a large increase in the lumber imports into the Islands, and a greater share of this trade is in the hands of Washington lumbermen. They have seen fit to look after it, and have secured and held it. The same thing might be done by the merchants if they saw fit.

"The population of the City of Honolulu at present is about 40,000. The per capita of money in circulation is not so great as it was before the raising of the American flag, for the reason that the number of people there has been doubled. The white population in Honolulu now is about 8,000.

"Business conditions for the past year have not been the best, for the reason that a great deal of money of the country was used for development. Loans have been hard to secure on the very best of security. However, they are improving since the increase of \$20 a ton in the price of sugar, and we are looking for good times from now on."

### Lahaina at Eleele.

The four-masted barkentine "Lahaina" of San Francisco has been to Eleele with a cargo of coal from Newcastle, N. S. W. The "Lahaina" is one of Hind, Rolph & Co.'s latest boats, and is fitted up in first class style. She is in charge of Capt. Carlsen, who has been in the employ of the company since its formation. While at Eleele the captain entertained quite a number of visitors aboard.—The Garden Isle.

## CRUISER DIPPED FLAG FOR KOREA

Unusual Courtesy Was Shown to Departing "Queen of the Pacific."

Drawing more water than any vessel that has been in Honolulu before, the giant passenger liner Korea slid out of the dock at the Naval Station yesterday, was hauled around slowly, and then pointed her nose out of the channel. It was a good start for what Captain Seabury calls a "proposition," for the captain never speaks of "chances" or "ifs" and always says he can do a thing or cannot. In this case those on the steamer say that the popular skipper is "going to do a thing or two" to the records between the Islands and the Orient.

With Pilot McCauley and Captain Seabury on the bridge, far above the water, and a thousand people in sight on the decks of the vessel, the "Queen of the Pacific" presented a splendid sight, thick black smoke emerging from each funnel, as she slid out of the dock. Many naval officers were gathered on the quarter-deck of the cruiser New York, among them being Commandant Whiting of the Naval Station, Captain Burwell of the Oregon, Captain Mackenzie of the New York, and a host of junior officers and ladies. They were there to pay their respects to Captain Seabury, commander of the finest vessel under the American flag on the Pacific Ocean. The New York's band was also stationed on the quarter-deck. As the Korea backed away from the wharf her steel sides received a broadside from the cornets of the band, and a peculiar musical echo came back to those on the cruiser.

As the nose of the Korea was pointed out of the channel Captain Seabury clambered up to the compass bridge, high above the rest of the vessel. He joyfully waved his hat and telegraphed to the engine room to "let her go." At the same time the colors of the cruiser were dipped in honor of the Korea, and those of the Korea answered back as a "same to you."

The Korea went out of the channel at considerable speed, and when passing the battleship Oregon both vessels again dipped their colors, and the Korea blew her siren. A few minutes later the Korea was but a speck upon the horizon, and those on the wharf commenced to talk of incidents of her departure.

"McCauley is a great pilot," said one. "Did you notice the way she dug the mud up when her propellers commenced to revolve. At times you could see special spurts of mud from her twin screws, and I think that this was because of mud banks. Those should be attended to. Of course, the Korea did not touch the mud anywhere, but the action of her propeller caused the mud to be sucked up."

"Well," commented a third, "I think that the Korea's present trip into Honolulu should amount to something as an advertisement for the harbor. She was berthed quickly and safely, and got away from the harbor much quicker than she could have left many a harbor about which there has been more boasting than about this one. The vessel took in more coal here than many smaller steamers and sailing craft could take as a whole cargo, yet it did not seem to set her too deep in the water."

### No Late Volcano News.

The steamer Helene which arrived from Hawaii ports yesterday brought no fresh news concerning the outbreak of Kilauea. It is expected that the Claudine which is due to arrive this morning from Hilo, will have full particulars of Madam Pele's latest activity.

### American Ship Building.

The United States Bureau of Navigation reports that during the month of October 127 vessels of 23,504 gross tons were built in the United States.

### The Steamer Kinau.

The Kinau may arrive from San Francisco next Friday.

## FOUGHT WHALES IN FAR NORTH

Exciting Work of Whalers Who Have Returned to the Coast.

SAN FRANCISCO, November 3.—A thousand miles north of Point Barrow, in the Arctic, the whaling steamer Jeanette obtained most of the 12,000 pounds of bone that represents her season's catch. Seven whales were taken by Captain Newth and his crew since they left this port on March 12 last. In the course of her northern cruise the Jeanette was off the most northerly shore of Bank's land. This was on August 13. Previous to that, however, on July 4, the Jeanette raced with the other vessels of the fleet for the Arctic through Behring straits, arriving in the great open sea ahead of her rivals. Not all the seven whales that fell into the Jeanette's net were taken without difficulty, for when off Bank's land a bull whale sounded after being struck, taking with him 400 fathoms of towing line. As the last of the line went whirling out the mate drew his knife to cut the rope, to save the boat and its occupants, but the line fortunately parted near the whale and was recovered, though the whale got away. On another occasion fourteen bombs were shot into a whale, and for twenty-four hours the boat's crew was fighting for its capture, being at last successful. Nobody was injured during the exciting experiences.

A sailor of the Jeanette named Herman Hallman attempted to escape over the ice on July 1 on the Alaska coast, but when he had covered a mile the fifth mate and several Esquimaux went after him with rifles. Hallman was captured and returned to the ship. Two other sailors, named John Murphy and John Drew, sent a letter ashore at St. Michael claiming to have been shanghaied, and expressing a preference for two years in prison to continuing on the whaler. They are, however, still in the Jeanette.

Captain Newth reports that hundreds of natives at Herschel Island and in that vicinity have succumbed to the grip, which threatens to depopulate the Arctic regions. The Esquimaux are entirely helpless in combating the

disease. A child of Mr. Springer, an American missionary stationed on Herschel Island, died of the disease during the summer.

The Jeanette brought to port 7,500 pounds of bone, 280 fox skins and 13 bear skins. Joseph Sanders, one of the sailors, was very ill upon arrival here, suffering from the effects of an old wound, and was removed to the Marine Hospital. On October 12 the Jeanette spoke the steamer Thrasher with five whales, and on the 16th, in Behring straits, saw the Belvedere and Bowhead, both headed for home. The Karluk was following the Jeanette, and is expected to arrive today.

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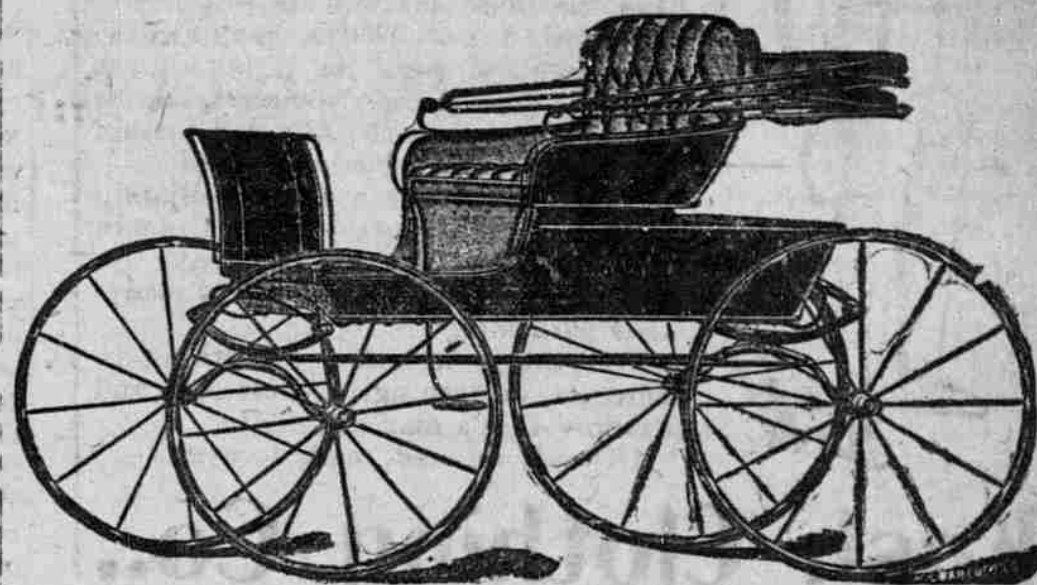
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Miamisburg, O.,

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